

AMENDMENTS TO THE SPECIFICATION

Please replace ¶ [0023] with the following:

[0023] The deployment of the airbag 110 thus takes place – at least partially – through the unrolling of the airbag roll 140. Thus – unlike an accordion-folded airbag – it is assured that a reliable deployment will take place even if the space between the side window 60 and the passenger’s head 130 is very small. This is to be concretely attributed to the fact that, in view of the possibility of striking the head 130 of the passenger due to its rolling direction (cf. Figure 3), the airbag will always ~~roll~~ unroll toward the side window 60 and thus ~~roll~~ unroll almost necessarily into the space or gap remaining between the head 130 and side window 60. In the case of an airbag stored by conventional accordion folding, however, in the event that the airbag envelope strikes the head 130, deployment would be blocked as a rule and the airbag would under some circumstances deploy in the region above the head 130 of the passenger 80.

Please replace ¶¶ [0029]-[0030] with the following:

[0029] As shown in Figure 4 the still empty, outspread airbag can again be seen, which is to be rolled up in the direction of the arrow 210. Unlike the embodiment in Figures 2 and 3, the airbag shown in Figures 4 and 5 includes both a rolled portion 310 and an accordion-folded portion 300. The side of the airbag 200 facing away from the fill tube 100 is first ~~unrolled~~ rolled (portion 310) up to a point of transition at which it shifts from the roll to the accordion pleats 300.

[0030] The location of the transition point 320 is chosen so that, in the event of a deployment of the airbag 200, the rolled ~~unrolled~~ portion 310 is at the level of the passenger’s head, so that the unwinding of the airbag 200 at the passenger’s head is achieved. The “height” of the transition point 220 – with the airbag unrolled – is located above the level of the passenger’s head.



Please replace ¶ [0033] with the following:

[0033] Figure 6 shows a third embodiment for the packing of the airbag 200 in the module sheath 120 according to Figure 1. In Figure 6 is seen the module sheath 120 which surrounds the fill tube 100 and the airbag 200. In this third embodiment the end of the airbag 200 remote from the fill tube 100 is first rolled up clockwise. At a reversal point 400 the winding direction is reversed, however, and the airbag roll obtained up to then is rolled in the opposite direction – i.e., counter-clockwise – into the remaining portion of the airbag. Thus, an inner airbag roll (rolled clockwise) 410 is formed, which is rolled (counter-clockwise) in an outer ~~external~~ airbag roll 420.